

RESOLUTION NO. 81-141

A RESOLUTION AUTHORIZING THE CITY MANAGER TO
EXECUTE CLAIM FOR STATE TRANSIT ASSISTANCE
CLAIM FOR 1981-82

WHEREAS, in accordance with Chapter 1400, Statutes of 1971 as amended and applicable rules and regulations, the City of Lodi is qualified to apply for State transit assistance funds.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lodi that the City Manager be authorized to file in the City's name a claim for \$106,500.00 to be drawn from State Transit Assistance Trust Fund of San Joaquin County for Dial-A-Ride purposes.

Dated: October 7, 1981

I hereby certify that Resolution No. 81-141 was passed and adopted by the City Council of the City of Lodi in a regular meeting held October 7, 1981 by the following vote:

Ayes: Councilmen - Hughes, Katnich, Murphy, Pinkerton, and
McCarty
Noes: Councilmen - None
Absent: Councilmen - None


ALICE M. REIMCHE
City Clerk

STATE TRANSIT ASSISTANCE CLAIM

TO: San Joaquin County Council of Governments
1860 E. Hazelton
Stockton, CA 95205

FROM: Applicant CITY OF LODI
Address (City, Zip) 221 West Pine Street, Lodi, California 95240
Contact Person, phone Jerry L. Glenn (209) 334-5634

This claimant, qualified pursuant to Section 99203 and 99315 of the Public Utilities Code, hereby requests, in accordance with Chapter 1400, Statutes of 1971 as amended, and applicable rules and regulations, that an allocation be made in the amount of \$106,500

for the fiscal year 1981-82, to be drawn from the State Transit Assistance trust fund of the following respective county for the following purposes and in the following respective amounts:

| County | Purposes | Amount |
|-------------|-------------|-----------|
| San Joaquin | Dial-A-Ride | \$106,500 |

Allocation instruction and payment by the County Auditor to this claimant are subject to such monies being on hand and available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved claim.

APPROVED:

San Joaquin County Council of Governments

By PETER D. VERDOORN

Title Executive Director

Date 19

Applicant CITY OF LODI

By Henry A. Graves
HENRY A. GRAVES

Title City Manager

Date September 30, 19 81

STATE TRANSIT ASSISTANCE FUND NARRATIVE

Address all items of a narrative nature here. Attach additional pages as necessary, as well as any other supporting materials.

The San Joaquin County Council of Governments has found the City of Lodi to have an unmet transportation need due to the materiel inadequacy of the equipment used to provide transportation for the elderly and handicapped in the City of Lodi.

The Lodi City Council recognizes the requirement to eliminate that deficiency and the desirability of expanding the present Dial--Ride service to other segments of the Community that may have need for transportation.

If approved, this Claim will provide funds to provide new equipment and to expand the present Dial-A-Ride service to include all segments of the population of the City of Lodi. Service will be provided Monday through Friday from 7:00 a.m. to 7:00 p.m. excepting holidays. Service will be provided on a point-to-point basis only within the corporate limits of the City of Lodi.

The City expects to purchase 6 station wagons for this purpose. The City of Lodi will own the equipment and contract with City Cab Company to manage the service in accordance with the City's limits, rules, and regulations. This vehicle fleet will provide a minimum of 40 cab hours of service daily.

In order to use the service, tickets must be purchased in advance. Tickets will be sold at the rate of \$.50 for persons over age 60 or who have a medical or mental handicap which requires that they have transportation; and \$2.00 to the general public. These tickets entitle the bearer to ride from point-to-point within the corporate limits of the City of Lodi. Up to 3 people may ride on one ticket. It will be the responsibility of the contractor to collect the appropriate ticket from users of the service.

City Cab Company will be reimbursed \$3.00 for each ticket turned into the City. By the same token, City Cab Company will be billed by the City for any services rendered by the City, including the City's liability insurance.

Maintenance will be performed by the contractor; however, monthly, the City will inspect each vehicle and do the necessary maintenance work. In this way, the City will retain control of maintenance of each vehicle. This service likewise will be billed to the contractor at full City cost.

This Claim includes funds for operating the present system through December of 1981 and converting to the new system as close to January 1, 1982 as possible. It is expected that total ridership for 1981-82 will be 45,525 and increase to 54,000 for 1982-83 fiscal year. Ridership for elderly and handicapped in 1980-81 totaled 35,946.

We have not included total vehicle miles, passenger miles, nor fuel consumption in the operational information in this report as it has not been

Continued next page ----

Continued Narrative ----- Page Two

collected. In the old operation, Dial-A-Ride was combined with the City Cab Company's normal operation, therefore, this information not only was not collected; it could not be accurately assembled.

Under the new proposed system, vehicles will be dedicated entirely to Dial-A-Ride service, therefore, we will be able to collect this operational information.

The contract provider - City Cab Company - will be required to provide the City with monthly financial statements which will include their costs of operation, but also will include miles driven. These reports will allow the City to better monitor the operation and to take corrective action in a more timely manner.

This service is not designed nor is it intended to duplicate or supplant any other intra-city transportation within the City of Lodi. Because it is point-to-point service, it can easily be coordinated with any intra-city transportation.

If this Claim is approved as proposed, the City of Lodi will be able to continue to provide inexpensive in-town transportation to the over 45,000 annual users and also to expand this service to an additional 10,000 users next year. This increase will be largely due to providing the service to the general public.

The equipment used will be modern, more comfortable, more economical to operate, and will be subject to an ongoing program of safety and maintenance inspections.

V. ELIGIBILITY

| | Actual 79-80 | Estimate/Actual 80-81 | Budget 81-82 |
|--|-----------------|--------------------------|-----------------|
| A. Amount of LTF received/approved for transit use by the claimant | | | |
| Article 4 | 44,000 | 44,000 | |
| Article 8c | | | 44,000 |
| B. Amount of this proposed STA Claim | | | |
| Operating Cost | | | 51,500 |
| Capital Requirements | | | 55,000 |
| Contract Services | | | |
| C. Estimate of maximum eligibility of claimant for moneys from LTF & STA (Sec. 6634, 6734) | | | |
| 1) Actual/estimate of operating costs for fiscal year of transit | 64,518.30 | 88,692.20 | 131,690 |
| 2) Fare revenues actually received, or required to meet the ratio | 18,433.80 | 18,266.20 | 32,190 |
| 3) Local support required | -0- | | |
| 4) Federal operating assistance received | | | |
| 5) Amount received by claimant from other purchaser of service | | | |
| 6) Subtotal 2-5 | 18,433.80 | 18,266.20 | 32,190 |
| 7) Subtract 6 from 1 | 46,084.50 | 70,426.00 | 99,500 |

The claimant City of Lodi hereby certifies that the State Transit Assistance Claim for fiscal year 1981-82 in the amount of \$ 106,500, specifically the financial information contained therein, is reasonable and accurate to the best of my knowledge, and that the aforementioned information indicates the maximum eligibility of this claimant for funds for the fiscal year of application pursuant to CAC Section 6634 and 6734.

RTIFIED:

BY: [Signature]
TITLE: CHIEF FINANCIAL OFFICER
DATE: September 30, 1981

FINANCIAL PLAN

| OPERATING REVENUE | | | | | |
|---|---------|---------|---------|---------|---------|
| Passenger Fares | 81-82 | 82-83 | 83-84 | 84-85 | 85-86 |
| Special Transit Fares | 32,190 | 46,125 | 47,750 | 49,375 | 51,000 |
| School Bus Service Revenues | | | | | |
| Freight Tariffs | | | | | |
| Charter Service Revenues | | | | | |
| Auxiliary Transportation Revenues | | | | | |
| Non-transportation Revenues | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Taxes Levied Directly by Transit System (specify) | | | | | |
| Local Cash Grants and Reimbursements (specify) | 44,000 | 44,000 | 44,000 | 44,000 | 44,000 |
| Local Special Fare Assistance | | | | | |
| State Cash Grants and Reimbursements (specify) | 51,500 | 72,150 | 76,150 | 80,125 | 84,150 |
| State Special Fare Assistance | | | | | |
| Federal Cash Grants & Reimbursements (specify) | | | | | |
| Contributed Service | | | | | |
| Subsidy from other sectors of Operation | | | | | |
| SUBTOTAL | 131,690 | 166,275 | 171,900 | 177,500 | 183,150 |
| CAPITAL REVENUE | | | | | |
| Federal Capital Grants & Subventions, (specify) | | | | | |
| State Capital Grants & Subventions (specify) | 55,000 | | 9,000 | 9,500 | 10,000 |
| Local Capital Provisions (specify) | | | | | |
| Non-Governmental Donations | | | | | |
| SUBTOTAL | 186,690 | 166,275 | 180,900 | 187,000 | 193,150 |

FINANCIAL PLAN

| OPERATING EXPENSE | | | | | | |
|-----------------------------------|---------|---------|---------|---------|---------|--|
| | 1981-82 | 1982-83 | 1983-84 | 1984-85 | 1985-86 | |
| Labor | | | | | | |
| Fringe Benefits | 2,500 | 2,700 | 2,925 | 3,150 | 3,400 | |
| Services | 1,000 | 1,075 | 1,175 | 1,250 | 1,350 | |
| Materials/Supplies | | | | | | |
| Utilities | 1,000 | 500 | 550 | 600 | 650 | |
| Casualty/Liability Costs | | | | | | |
| Taxes | | | | | | |
| Purchased Transportation Services | | | | | | |
| Miscellaneous Expense | 127,190 | 162,000 | 167,250 | 172,500 | 177,750 | |
| Expense Transfers | | | | | | |
| Interest Expense | | | | | | |
| Leases and Rentals | | | | | | |
| SUBTOTAL | 131,690 | 166,275 | 171,900 | 177,500 | 183,150 | |
| CAPITAL EXPENSE | | | | | | |
| Debt Service | | | | | | |
| Land/Property Acquisition | | | | | | |
| Vehicles | | | | | | |
| Depreciation/Amortization | 55,000 | | 9,000 | 9,500 | 10,000 | |
| Construction | | | | | | |
| Repair | | | | | | |
| Other | | | | | | |
| SUBTOTAL | 55,000 | | 9,000 | 9,500 | 10,000 | |
| GRAND TOTAL | 186,690 | 166,275 | 180,900 | 187,000 | 193,150 | |

ITEMIZED PROJECTED CAPITAL COSTS

| Describe Items | FY 1981-82 | | FY 1982-83 | | FY 1983-84 | | FY 1984-85 | | FY 1985-86 | |
|------------------|------------|--------|------------|------|------------|-------|------------|-------|------------|--------|
| | QTY | COST | QTY | COST | QTY | COST | QTY | COST | QTY | COST |
| 1. Station Wagon | 6 | 51,000 | | | 1 | 9,000 | 1 | 9,500 | 1 | 10,000 |
| 2. Radios | 2 | 4,000 | | | | | | | | |
| 3. | | | | | | | | | | |
| 4. | | | | | | | | | | |
| 5. | | | | | | | | | | |
| 6. | | | | | | | | | | |
| 7. | | | | | | | | | | |
| 8. | | | | | | | | | | |
| 9. | | | | | | | | | | |
| 10. | | | | | | | | | | |
| 11. | | | | | | | | | | |
| 12. | | | | | | | | | | |
| 13. | | | | | | | | | | |
| 14. | | | | | | | | | | |
| 15. | | | | | | | | | | |
| TOTAL COST | | 55,000 | | | | 9,000 | | 9,500 | | 10,000 |

100

| & Model | Production Year | No. of Veh. | Fuel Type | Seat Capacity | Special Features | | | |
|---------|-----------------|-------------|-----------|---------------|------------------|----|----|-------|
| | | | | | AC | EP | WC | Other |
| TAL | XXXXXX | | XXX | | x | | | |

Vehicles to be purchased in FY 1981-82

| | | | | | | | |
|-------------|------|---|----------------------|---|--|--|--|
| ation Wagon | 1981 | 6 | Gasoline 9 Passenger | X | | | |
|-------------|------|---|----------------------|---|--|--|--|

C = Air Conditioned

Environmental Package

C = Wheel Chair Lift

OPERATIONAL INFORMATION*

| | Actual FY 79-80 | Estimated FY 80-81 | Proposed FY 81-82 |
|--|--------------------|-----------------------|----------------------|
| 1. <u>Patronage</u> | | | |
| a. Total passengers | <u>30,723</u> | <u>35,946</u> | <u>45,625</u> |
| b. Revenue passengers | <u> </u> | <u> </u> | <u>6,250-</u> |
| c. Youth passengers | <u> </u> | <u> </u> | <u> </u> |
| d. Elderly passengers | <u>30,723</u> | <u>35,946</u> | <u>39,375</u> |
| e. Handicapped passengers | <u> </u> | <u> </u> | <u> </u> |
| 2. <u>Vehicle miles</u> | | | |
| a. Total vehicle miles | <u> </u> | <u> </u> | <u> </u> |
| b. Revenue vehicle miles | <u> </u> | <u> </u> | <u> </u> |
| 3. <u>Revenue vehicle hours</u> | <u> </u> | <u> </u> | <u> </u> |
| 4. <u>Revenue vehicle fuel consumption</u> | | | |
| a. Diesel | <u> </u> | <u> </u> | <u> </u> |
| b. Gasoline | <u> </u> | <u> </u> | <u> </u> |
| c. Liquid natural compressed gas | <u> </u> | <u> </u> | <u> </u> |
| 5. <u>Fare Structure</u> | | | |
| a. Base | <u> </u> | <u> </u> | <u>2.00</u> |
| b. Zone | <u> </u> | <u> </u> | <u> </u> |
| c. Youth | <u> </u> | <u> </u> | <u> </u> |
| d. Senior | <u>0.50</u> | <u>0.50</u> | <u>0.50</u> |
| e. Handicapped | <u>0.50</u> | <u>0.50</u> | <u>0.50</u> |
| f. Monthly Pass | <u> </u> | <u> </u> | <u> </u> |
| g. Other | <u> </u> | <u> </u> | <u> </u> |
| h. Average Fare | <u> </u> | <u> </u> | <u> </u> |

*Attach additional pages as necessary to alter or complete description.